

Arrangements are rapidly being concluded for the cast of the American production of M. Paderewski's "Mauru." Madame Emma Fames will be the heroine, and Herr von Barrowski, the famous Polish tenor, will represent the hero. During the vi-

Government to issue an order preventing the employment of unskilled workers in the mines, and more especially those coming from foreign countries who do not understand the English language." The mover of the resolution said that in the West of Scotland there were between 4,000 and

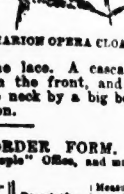
'dingo' or native dog will breed with any tame dog that runs with them, have lived in this district about 10 years, and have killed a good many dingoes in that time. About five years ago I owned a splendid collie dog which used to leave home and stay away for a week and ten days at

A pike of 26lb. is reported to have been picked up a few days since by Lambeth waterman, off Chel Bridge. It is said to have been in good condition, and perfectly fresh, and death is attributed to a stroke on

Griffin estimates the number of cyclists in the United Kingdom at a million to a million and a quarter, which is a fairly large margin. I cannot see how Mr. Griffin arrives at this figure from reliable data, as in the absence of any registration there appears to be no means of getting at the number.

The trained skirt which I have described is called the Ideal. It is capable of being made up in satin, silk poplin, satin-faced cloth and cashmere. With a longer skirt it would be admirable for a

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TALK OF THE PEOPLE.

Sunday Morning.

The capture of Commandant Schoepers is a real advance towards ending this wearying war. Next to Botha and Delany—I believe, by the way, that I ought to put the latter first—he has for a long time been regarded as the most important man on the enemy's side, and he has certainly shown marvellous evasiveness, together with great powers of devising annoying attacks. His capture will very seriously weaken the Boers, and I should not be at all surprised if it made the rest more than ever disposed to surrender.

Another excellent element in the situation is the execution of Lotter. Lotter was a really prominent man among the Cape rebels, and if mercy had unwisely been extended to him, and his sentence commuted for one of penal servitude, not a disloyalist in Cape Colony would have paid any attention to our threats in the future. It is probably just as painful to Lord Kitchener to order a man's execution as it would be to you or me, and it is satisfactory to see, in the first place, that no one doubted that he has the strength to do it; and, in the second, that a good many of us have doubted a great deal—that he really has a free hand from the Government at home.

The indiscretion of Sir Redvers Buller is really a painful subject. To make an apology at all for his conduct of the war was quite beneath the dignity he ought to have preserved, and to make one so unhappily weak was simply disastrous to his reputation for competence. The state of mind in which a man believes that he is surrounded with "enemies" who, though they have no connection with each other, are all banded together to conspire against him is not an enviable one, and it is generally taken to imply some loss at any rate of mental balance.

Doubtless his explanation of the reason for sending that unfortunate telegram to Sir George White is perfectly correct. He desired to relieve that gallant commander of responsibility in case he found it impossible to hold Ladysmith, and so far, no doubt, the message is entirely honourable to Sir Redvers. But it is to be feared that the magnanimity of the message does not compensate for the ordinary want of judgment shown in sending it at all.

By the General's own confession he was utterly at sea as to the real capacity of Ladysmith for holding out, though he has been for some time in regular communication with the beleaguered town, and might, one would have thought, have informed himself accurately as to its resources. Without apparently possessing any such knowledge, Sir Redvers deliberately counsels the surrender of the town of the British Army in a message which must have had the most discouraging effect on the commander who was making such a gallant stand.

Now, I trust I shall not be supposed to have any animosity against Sir Redvers on account of what I have written about him now and then, but that I recognize to the full the great service which he performed in Natal for the Empire. But I cannot help seeing that his mistakes make it altogether out of the question that he should command the First Army Corps in the event of a European war, and that, therefore, the arrangements under which he commands are in a virtual, if not formally, a breach of the promises given by Mr. Brodrick to the nation that the men who command in peace shall be the same as those who are to command in war.

The Rhodes-Schnadhorst letters are very curious reading in face of the declaration of Sir Wm. Harcourt and Sir H. Campbell-Bannerman that the whole story of the cheque was "from beginning to end a lie." Mr. Rhodes clearly gave a cheque for £2000 for the purchase of the Radical party on condition that it should be returned if the party adopted a Home Rule Bill, by which the Irish were excluded from Westminster, and that the money should be given to some charity if Mr. Morley's policy of allowing Egypt was officially adopted by the other party chiefs.

Home Rule without the Irish at Westminster was not adopted by the Radicals, and Mr. Schnadhorst was certain that Mr. Morley on Egypt for nobody but himself, that he himself had liberty to spend the money on party objects, and it now is contributed not a little to the Radical victory of 1892. In face of the fact that, perhaps, too strong to say that Mr. Rhodes bought the policy of the Radical party, but it is obvious that the good many Radicals were under peculiar obligations to the man whom they have persistently ridiculed ever since, and that Sir Wm. Harcourt and Sir H. Campbell-Bannerman were in a state of grace ignorance as to where their party funds came from.

Thomson has good reason to thank Sir Edward Grey for his speech at Newcastle on Friday, for he showed himself a powerful advocate for the retention of power. It is a strong thing when one finds a chief of the Opposition declaring that he would rather see the present Government, and its natural enemies, remain in office than that they should be succeeded by a Cabinet which misreads the lessons of South African history, and is dependent at every national crisis upon the civility of Irishmen thoroughly disaffected towards the Empire.

Both conditions, as no one knows better than Sir Edward Grey, are true, and must for many years be true of any possible Radical Cabinet, and, therefore, we have a right to thank Sir Edward among the supporters of the Government for the time being. When he and Mr. Asquith have purged their followers and their Front Bench of all trace of the Irish alliance, and have infused an Imperial spirit into them, but that water must flow under the bridge before that desirable consummation can even be expected.

LATEST ELECTRIC FLASHES.

HOME.

Sarah Walker, of Walsley, died in a fit brought on by excessive drinking. The Midland district of the Municipal and County Engineers yesterday paid a visit to Nuneaton.

The Scotch herring fishing fleet are again staying for the week end at Scarborough.

At Pontefract, Wm. Bean, hay dealer, Church Farm, was fined £40, and £100 costs, for travelling without a ticket on the N.E. Railway.

At Pontefract, Geo. Crispy, brewer, a trade union secretary, was fined £1 for absenting himself from work at the New Hemsforth Colliery.

A case of suspected plague was removed from the anchor liner Bavaria, which arrived at Glasgow. The patient, a Lancastrian, was taken to the Glasgow General Hospital.

Colliers employed at the Duffield pits, which are to be closed, announce their intention of migrating to Dover when the collieries are opened there.

On the arrival of the Success, a century-old Australian convict ship, at Ipswich, one of the crew was arrested for wife desertion.

Rick Bennett, 22, is in Berlin Hospital suffering from injuries caused by being run into by the local motor bus engine.

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A shocking accident occurred at the New Langdon Battery on the cliffs at Dover. A driver in the A.S.C., named Williamson, fell off his box while riding over some rough ground, and the wheels of the wagon passed over his head, killing him instantly.

A semi-official cable is given to the statement that the Kaiser is suffering from over strain.—Reuter.

The celebration in honour of Prof. Virchow's 80th birthday was held yesterday at Berlin.—Reuter.

The Ministerial Bill authorizing a new State loan was yesterday passed by the Danish Landthing. The early conclusion of the loan is thus assured.—Reuter.

It is reported from Belgrade that a concession for constructing the railway from Belgrade to Valjevo.—Exchange.

The third reading of the Arbitration and Conciliation Bill has passed the N.Z. House of Representatives without a division. While the Factories Bill has been adopted almost unanimously.

An agreement has been drawn up between the Italian and Turkish Governments, under the terms of which Italy undertakes to respect Turkish rights in Albania in return for the right to establish schools and create Consulates and commercial agents to meet the requirements of her trade.—Dahlel.

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WIDE AWAKE.

LATEST TELEGRAMS.

THE CARLISTS.

Paris, Oct. 12.—The New York Herald to-day publishes the following telegram from Carretero:—The province of Lerida is overrun by Carlist agents. At a Carlist meeting, which was held in a house in the Rue Fusterie, at Perpignan, under the presidency of Gen. Moore, it was decided to enter Spain for the purpose of organizing an insurrection there. Gen. Moore has left for Marseilles.—Reuter.

IN THE NICK OF TIME. DISCOVERY OF A BOMB. Paris, Oct. 12.—A powerful bomb was discovered yesterday in the market place of Annabrie, a suburb of Paris, just in time to prevent a serious explosion. The bomb was concealed in a biscuit tin stuffed with wadding, bullets, etc. The fuse was burning when a passer-by noticed it, and managed to extinguish it before exploding. It was taken to the police station, and investigation showed that the bomb contained explosives of a very dangerous nature, and would unquestionably have caused a good deal of damage.—Dahlel.

SUSPICIOUS SHIPMENT OF ARMS TO CHINA. Hong Kong, Oct. 12.—Reports from Canton state that the Viceroy has received a cable from the Chinese Minister in London stating that a large quantity of dynamite, arms, and ammunition has been shipped to Canton, but that the names of the shippers and consignees are not known. The Viceroy has notified the Customs officials. It is believed that the Reformers are concerned in the shipment.—Reuter.

THE WAR IN COLOMBIA. New York, Oct. 12.—A despatch from Panama to "The Herald" states that the revolutionists are still at Point Morro, while the Government troops are at Tumaco on the Pacific coast. According to the same despatch, R.M. Lopez has returned to Panama.—Reuter.

REMARKABLE LAW CASE AT CAPE TOWN. CAPE TOWN, Oct. 12.—In the Supreme Court to-day, Mr. Tom Low, formerly member for Malmesbury in the Legislative Assembly, obtained judgment for £1,150 against Princess Radzwill. The money was due on a promissory note purporting to bear Mr. Cecil Rhodes's endorsement, but that gentleman's signature and the manager of the Standard Bank of S. Africa repudiated the endorsement. While giving judgment against the princess, the court postponed the case as far as it affects Mr. Rhodes.—Central News.

GREAT FIRE AT CAPE TOWN. Cape Town, Oct. 12.—The offices of the Colonial Mutual Life Assurance Association at the corner of Adderley and Long Market Streets were practically destroyed by fire last night. The damage is estimated at £200,000.—Reuter.

AFGHANISTAN. THE SITUATION QUET. Simla, Oct. 12.—News from Cabul, dated Oct. 3, states that the Europeans there are all well, and that everything is quiet in Cabul. Arms are being distributed throughout Afghanistan in memory of the late Ameer. The tribal chiefs are beginning to start for Cabul to pay their respects to Habibullah. The Sirdar of Daska was shot at a few days ago, but escaped unhurt. It is believed that the act was due to private enmity.—Reuter.

HOLLAND AND GREAT BRITAIN. Amsterdam, Oct. 12.—A committee, composed of members of workmen's associations employed in water transport, has addressed a manifesto to cognate associations at other parts of Holland, and at the ports of France, Germany, Sweden, Norway, Denmark, Belgium, and the United Kingdom, referring to the unloading British vessels after Dec. 31 next.—Reuter.

NEW ZEALAND REVENUE. Wellington, Oct. 12.—The House of Representatives shows that the revenue of New Zealand for the six months ending Sept. 30 last, amounted to £2,585,000, against £2,474,000 in the corresponding period last year. Of the increase of £111,000, customs appear for £40,000 and railways for £70,000.—Reuter.

A CADET DROWNED. Gibraltar, Oct. 12.—H.M. Fusilier, Cadet, died here from Port. month. He is detained here owing to the naval cadet, Archer, having been accidentally drowned whilst bathing this afternoon.—Reuter.

THE KIDNAPPED LADY. Berlin, Oct. 12 (Later).—According to reports which have reached here from Sofia, the captors of Miss Stone are in hiding at Gyl Tere, near Jukorunda, on the Turco-Bulgarian frontier. The band is now being Turkish, and they do not know how far advance for fear of endangering the lady's life. The brigands demand that the ransom shall be deposited at Samakoff in Bulgaria. A Bulgarian cattle drover, who was an eye-witness of the kidnapping, has been arrested on suspicion of complicity at the instance of the American Consul.—Reuter.

PERAMBULATOR FATALITY. DISTRESSING DROWNING ACCIDENT AT WALLINGFORD. A distressing accident happened at Wallingford on Friday night. Some women who had been shopping were returning to the village of Benson by the river side, and with them was a young girl wearing a children's bicycle perambulator. The women were a little way behind, and in the darkness the girl got out of the path and fell with the perambulator into the river. One of the women in attempting to reach the perambulator fell into the water. Her companion, however, managed to save her, but the girl and the two children were drowned. The girl was Martha Marcham, aged 19, and the children's names were Payne and Boston, 13 months and 3 months old respectively. Two youths, named Ernest Letter and Harry Humphreys, dived for the bodies which they recovered, and every effort was made to restore animation, but unfortunately without success.

PRINCESS CHRISTIAN. Princess Christian and her daughter, Princess Victoria, terminated their visit to Princess Henry of Battenberg yesterday, and left Trinity Pier, East Cowes, for Southampton, afterwards proceeding to London and Cumberland Lodge.

THE COBRA.

RESUMED COURT-MARTIAL YESTERDAY.

EVIDENCE OF THE DESIGNER. At the reopening of the Cobra court-martial yesterday, Rear-admiral Aldrich, president, called the attention of the Press to an error in one of the newspapers—understood to be "The Times"—which said that Lieut. Knight and Commander Martin, working out the course followed by the Cobra, found there was want of care in navigating the vessel. That, said Admiral Aldrich, must be corrected, as it was a serious error, and the reverse of what the two expert witnesses did say.—In addition to the Lieutenant Knight and Commander Martin, there were about two warrant officers who had passed examinations in navigation. The three officers had left widows and numerous friends, and unless the correction now desired were made pain would be caused.

THE DESIGNER'S EVIDENCE. Mr. Phillip Watts, P.R.S., managing director of the Electric and Naval architect to the Admiralty, gave evidence. Trials were made at sea with the Cobra, occasionally in bad weather, he said, and she appeared in all respects satisfactory. She was offered to the Government in Dec., 1899, and after a lengthened survey by the Admiralty was accepted in May, 1900, on condition that certain additions—chiefly strengthening in the upper deck, to bring her into line with the most recent Admiralty practice—would be added. The additions were made and the vessel purchased.

WHERE THE VESSEL PARTED. From the evidence of witnesses and of the diver it was his opinion that the vessel parted between the two after boilers. It appeared certain that if the vessel had broken under wave action alone she would have broken at the section between the two boiler-rooms, where the maximum stress would have occurred. There was no doubt the Cobra was gradually, whereas if the bottom had broken across under wave action alone there would have been a sudden rush of water. The vessel had never shown any sign of weakness.—Cross-examined by Capt. Hamilton (prosecuting). Mr. Watts said the strengtheners were chiefly to the upper deck. The bottom might have been strengthened to any desired extent, but there would have been a corresponding reduction in speed.

THE MATERIAL USED. The prosecutor asked was the material used in the construction of the Cobra, and the answer was "Yes, except in the case of some destroyers commenced after the Cobra, in which some special material was used to strengthen the upper deck." Witness was then questioned as to when turbine engines were used for the first time. He replied that the Elswick firm had used them 15 years ago for electric light purposes. He could not fix a date as to when turbine was first used for propelling machinery. The Turbina was the first vessel built for this class of machinery.

THE TURBINA. The Turbina was built on the Tyne, but the firm had been interested in turbine engines for propelling purposes before Mr. Parsons put them in the Turbina.—Questioned as to how it compared with the machinery originally designed for the vessel, Mr. Watts admitted that 30 tons weight of machinery finally found its way into the Cobra. He said the Turbina was built in the original design.—The Court: You made no allowance for that beyond the usual margin which is customary in all ships? The ordinary margin is entitled to be drawn upon by such excess in weights, and it was really done in this case (for that purpose) to the detriment of the vessel. The entire responsibility for the design and construction of the ship up to the time of the result of the negotiations with the Admiralty when certain alterations were made?—Mr. Watts: Yes.—The Court: The Parsons Co. was in no way responsible?—Mr. Watts: They were not responsible for the strength of the vessel.

FLOATING WRECKAGE. Mr. Thompson Shilling, master of the s.s. Oakwell, stated that he found some floating wreckage in the North Sea while on a voyage from Seaham to London. It consisted of a spar and strong beam, and was near Dowling Shoal. His ship struck a sunken wreck, which nearly stopped the engines.

MR. WATTS RECALLED. Recalled, Mr. Watts, in reply to the court, said he considered the scantlings in the Cobra were sufficiently strong. The scantlings were nearly the same as in the Sverdlov, but there were some alterations. The weight of the machinery in the Sverdlov was 110 tons, and in the Cobra 183 tons. The Cobra was commenced in the spring of 1898, and launched in June, 1899. The Sverdlov and Spitfire were launched in 1898, about three years before the Cobra was laid down. It was decided to put turbine machinery in this class of vessels at the first opportunity. The Cobra was 225 ft. long, the Sverdlov 200 ft. The additional space to the fore bulkhead of the fore engine-room and from the after bulkhead of the engine space was used to provide additional length for the boiler and engine-rooms, and extra accommodation for the officers and men and stores.

THE WEAKEST SPOT. would be in the neighbourhood of the cross coal bunker. It would still be at that spot if the coal bunker had been removed and the space thrown into the boiler-room. Asked what he considered the most weakly spot in the vessel, witness said the sagging strains were at their maximum amidships. If floating wreckage caused the accident, the substance on which the vessel struck must have been very strong, and the force of the impact must have caused a bulge, but he did not suggest it was that. He thought the bulge must have been caused by the bottom striking something.—The President: Do you think the loss of the Cobra was due to the strong sea and derelict?—Mr. Watts: I do not think it possible that she could have struck the ground.—Adjourned.

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WHERE THE VESSEL PARTED. From the evidence of witnesses and of the diver it was his opinion that the vessel parted between the two after boilers. It appeared certain that if the vessel had broken under wave action alone she would have broken at the section between the two boiler-rooms, where the maximum stress would have occurred. There was no doubt the Cobra was gradually, whereas if the bottom had broken across under wave action alone there would have been a sudden rush of water. The vessel had never shown any sign of weakness.—Cross-examined by Capt. Hamilton (prosecuting). Mr. Watts said the strengtheners were chiefly to the upper deck. The bottom might have been strengthened to any desired extent, but there would have been a corresponding reduction in speed.

THE MATERIAL USED. The prosecutor asked was the material used in the construction of the Cobra, and the answer was "Yes, except in the case of some destroyers commenced after the Cobra, in which some special material was used to strengthen the upper deck." Witness was then questioned as to when turbine engines were used for the first time. He replied that the Elswick firm had used them 15 years ago for electric light purposes. He could not fix a date as to when turbine was first used for propelling machinery. The Turbina was the first vessel built for this class of machinery.

TERRY'S THEATRE LAST NIGHT.

"The master dramatist tells us that the world is big with just for those with eyes to see it." And, presumably, it is upon such a showing that the burglar of late years has come to be regarded, at any rate, upon the stage, if nowhere else, as a purely humorous person. The latest presentation in this wise was seen last night at Terry's in the new three-act farce by Mr. Sydney Bowkett, entitled "A Tight Corner"; the corner in question, figuratively speaking, being the drawing-room of a manor house, in which Ted Noakes, a member of the burglarious profession, discovered by the "pater's" pretty daughter, is induced by her, as the price of her screening the interloper from a further detection and arrest, to pass himself off to her father as the nephew of a peer, to whom she is secretly wedded, her actual husband being a penniless young medico. The equivocal harping upon this single string, twanged through the opening scene, is long drawn out upon the same note through the whole of the farce with momentary glints of humour, only here and there to relieve what speedily makes itself felt as becoming a monotone of complexity, which, wearying the audience by its restless and aimless progress, amounted to no less than expressions of dissatisfaction when the end tamely came.

The fault lay solely with the piece, which was played for all it was worth, and more than that; notably by Mr. James Welch, as the burglar, previously venturing in speech to the effect that a gentleman's valet, what fun was developed through the part was infused into it by the keen vivacity and innate personal quaintness of the player. The same remark holds good regarding the character of the squire's cook, enamoured of the piece, enacted with her wonted comeliness and sense of humour by Miss Edith Phillips. Miss Sarah Brooks could do little with the squire's daughter but give grace to the part by her personality; Messrs. E. W. Garden, G. Raymond, and Vane Tempest had little chance of showing their quality; but Miss Edith Phillips was suited with the part, which she vigorously carried off by her timely absence from the house.

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THE TURBINA. The Turbina was built on the Tyne, but the firm had been interested in turbine engines for propelling purposes before Mr. Parsons put them in the Turbina.—Questioned as to how it compared with the machinery originally designed for the vessel, Mr. Watts admitted that 30 tons weight of machinery finally found its way into the Cobra. He said the Turbina was built in the original design.—The Court: You made no allowance for that beyond the usual margin which is customary in all ships? The ordinary margin is entitled to be drawn upon by such excess in weights, and it was really done in this case (for that purpose) to the detriment of the vessel. The entire responsibility for the design and construction of the ship up to the time of the result of the negotiations with the Admiralty when certain alterations were made?—Mr. Watts: Yes.—The Court: The Parsons Co. was in no way responsible?—Mr. Watts: They were not responsible for the strength of the vessel.

FLOATING WRECKAGE. Mr. Thompson Shilling, master of the s.s. Oakwell, stated that he found some floating wreckage in the North Sea while on a voyage from Seaham to London. It consisted of a spar and strong beam, and was near Dowling Shoal. His ship struck a sunken wreck, which nearly stopped the engines.

MR. WATTS RECALLED. Recalled, Mr. Watts, in reply to the court, said he considered the scantlings in the Cobra were sufficiently strong. The scantlings were nearly the same as in the Sverdlov, but there were some alterations. The weight of the machinery in the Sverdlov was 110 tons, and in the Cobra 183 tons. The Cobra was commenced in the spring of 1898, and launched in June, 1899. The Sverdlov and Spitfire were launched in 1898, about three years before the Cobra was laid down. It was decided to put turbine machinery in this class of vessels at the first opportunity. The Cobra was 225 ft. long, the Sverdlov 200 ft. The additional space to the fore bulkhead of the fore engine-room and from the after bulkhead of the engine space was used to provide additional length for the boiler and engine-rooms, and extra accommodation for the officers and men and stores.

THE WEAKEST SPOT. would be in the neighbourhood of the cross coal bunker. It would still be at that spot if the coal bunker had been removed and the space thrown into the boiler-room. Asked what he considered the most weakly spot in the vessel, witness said the sagging strains were at their maximum amidships. If floating wreckage caused the accident, the substance on which the vessel struck must have been very strong, and the force of the impact must have caused a bulge, but he did not suggest it was that. He thought the bulge must have been caused by the bottom striking something.—The President: Do you think the loss of the Cobra was due to the strong sea and derelict?—Mr. Watts: I do not think it possible that she could have struck the ground.—Adjourned.

PRINCESS CHRISTIAN. Princess Christian and her daughter, Princess Victoria, terminated their visit to Princess Henry of Battenberg yesterday, and left Trinity Pier, East Cowes, for Southampton, afterwards proceeding to London and Cumberland Lodge.

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A sharp engagement followed, which resulted in the enemy's repulse with loss, and their retirement southwards.

FIGHTING NEAR HEILBRON.

He

GEN. BULLER AND HIS CRITICS.

REMARKABLE SPEECH.

Gen. Sir R. Buller, speaking at a luncheon to returned Volunteers at Westminster on Thursday, condemned newspapers for their criticism of men who were doing their best and risking their lives in their best efforts. With regard to himself, the general said, and he was not to be in command of the Army Corps, but he asserted that there was nobody in England junior to him who was more fit to command the Army Corps. He had also been attacked on account of a telegram said to have been sent to Sir George White ordering him to give up Ladysmith.

LADYSMITH.

He wrote out statements which might admit partially of that description. After Colenso he heliographed to Sir George White that he could not attack again for a month, and as he had been officially informed that Ladysmith had only supplies for another fortnight, he suggested in his message that it might be necessary to surrender, and he told Sir George White what to do, and how to do it when he surrendered. He thought it would be some sort of cover to a man whom he believed to be greater difficulties than himself.

ALLEGED LETTER FROM THE KING.

The speech which Sir R. Buller delivered at the luncheon given to the Queen's Westminsters is still attracting considerable interest in political and military circles. Mr. Brodrick, the War Secretary, arrived at Balmoral yesterday on a visit to the King. In well-informed quarters it is believed that his Majesty sympathizes with the distinguished general in the attacks which have been made upon him; and, in confirmation of this, it is reported that he intended to write to "The Manchester Guardian," writing:—

"I hear that Sir R. Buller's message to Gen. White has by way of preface the words: 'If it should be necessary to abandon Ladysmith, then it will be advisable for you,' etc. I am assured that the King has sent a letter of warm sympathy to Sir R. Buller, in which he has indeed made the strong declaration which Sir Redvers made at the gathering of the Queen's Westminsters."

THE CHALLENGE.

"The Birmingham Post" hears that Gen. Buller has a definite statement ready for publication the moment his "challenge" is accepted, with a detailed history of events, and with the whole series of heliograms. "Political allies," he is reported to have said, "can reflect on that splendid soldier, Sir G. White"; and it is further reported that Gen. Buller has secured Sir G. White's permission to publish them.

"REFORMER'S" REPLY.

"Reformer," the correspondent of "The Times" to whom Gen. Buller particularly addressed his "challenge," wrote to that journal yesterday traversing Sir Redvers' statements, and repeating the arguments already made against the propriety of the general's appointment to the command of the First Army Corps. He declines to "come into the ring" and disclose his name, stating that the questions raised are those of fact, unaffected by the personality of the writer. As to the telegram to Sir G. White, "Reformer" says: "I never stated that the telegram about my possession or that I had ever seen it. I simply referred to the well-known fact that Sir R. Buller had in a message sent immediately after Colenso suggested the surrender of Ladysmith."

"SAVED THE EMPIRE."

Sir W. Pence, Agent-gen. for Natal, speaking at the dinner of the Institute of Marine Engineers, said he must attribute to the speech—the unfortunate speech, as he would call it—of Sir R. Buller, Gen. Buller's "challenge," about things, an honourable English gentleman, and his character was such that he might have left his detractors to work their own wicked will, and never have turned a hair. He (Sir Walter) would ask those who might be inclined to condemn a certain telegram what he would like to remember that when Sir R. Buller arrived in Cape Town the position in Natal was such that unless he had changed his plans and had diverted to Natal the soldiers who were coming up after the Boers would undoubtedly have gone down to Pietermaritzburg and Durban. Had that taken place they could see that the Boers would have transpired at the Cape that the whole of South Africa would have been in a blaze. Therefore, it must be remembered that Gen. Buller saved Natal, saved South Africa, and saved the British Empire. (Cheers.)

"TICKETS FOR TWO."

Rbt. Douglas Parker, 29, a clerk living at Stockwell Park-rd., Stockwell, was charged on a warrant before Mr. Denman at Marlborough-st. yesterday with having obtained, by means of a false statement, from the manager of the Standard, two tickets for the performance at St. James's Theatre.—Mr. Wootton, who prosecuted, stated that Mr. Hy. Riddell, business manager to Mr. and Mrs. Kendal, at St. James's Theatre on Oct. 3 received a postcard headed "The Standard," saying:—

"Dear Sir.—Having seen friends in town who were going to the Standard Theatre, do you think you could see two seats nearer to favour me with tickets for two to-morrow evening? Would you send evidence to the Standard Theatre, and I will send you a receipt."—You're truly, H. F. Parker, clerk.

Believing the card to emanate from "The Standard" office, Mr. Riddell sent two tickets for stalls which were received at the address on one ticket by a prisoner, who had at the time been employed by one of the London theatres, and the police had reason to believe this was the man who had been and therefore proposed to take evidence shortly and ask for a remand.

MR. FIENER'S EVIDENCE.

—Mr. H. J. Fisher, chief sub-editor of "The Standard," deposed that the signature on the card produced was not his. He knew nothing of the matter and the card did not come from his office.—Ld. R. asked if he knew any saw a lady at the office used by the office.—Ld. R. asked, who said he "former professional name" was Ray, gave evidence of having received the letter containing the tickets which he handed to Harvey, with whom he was living.—Prisoner, who repeated evidence of his great regret for what he had done, was remanded until Friday.

MR. BRODRICK, THE SECRETARY OF STATE FOR WAR, ARRIVED IN ABERDEEN YESTERDAY AND AFTERWARDS WENT ON TO A MORAL

"IN THE SWIM."
BY A CITY SHARK.

Saturday, 2 p.m.

MARKET.

The condition of the money market notwithstanding the Consol payment and the settlement, is a very easy one, there is an abundance of loanable capital, and this state of things seems likely to continue for some time longer. For loans till Monday the average rate running at 1 per cent. The Bank statement is regarded as being satisfactory by the market. There has been quite a scarcity of bills during the week, and the average for three months' paper has not exceeded 2½ per cent. The withdrawal of gold for the Continent have caused there is a moderate demand for silver and expected orders from the East may cause a rise in price.

RUSSIA RAILS.

The most notable feature in this section, apart from its gloomy aspect generally, is the decline which is taking place in North-Western stock, apart from the feeling that the working expenses are increasing, the issue of stock in dribslets which is almost not by any means a new feature in the market. The trading returns for the week have been on the whole, fairly satisfactory. Midland, of course, continues to show declines, and it is probable that in this case there will be serious inroads in the dividend for the latter half of the year. There is an excellent increase in the North British this week, but it has been a struggle to have been an impetus to the sale of Scotch Stocks. There is a fair demand for Southern Stock and there is a market impression that Dover A and Metropolitan will experience a rise during the present account.

FOREIGN STOCKS.

The dealings in this market during the week have been very restricted, but there is a tendency to view the general outlook for prices in a more favourable manner than for some time past. The death of the American President has been a factor in the effect of making operators somewhat more cautious. A new loan is about to be issued by Japan, amounting to 5 million sterling. It is said that the whole of this will be taken in America. The issue will not, however, very much affect present prices, the upward move to which I point. Some weeks ago has set in in the American securities, and there is no reason to assume that both the junior class C and D will not see still higher prices. There is a good steady demand for Brazilians, particularly Western of Minas, and it is probable that the present account will show them standing still higher.

AMERICAN RAILS.

The trade depression in America causing a decline in this section. Most of the Trusts have made, it is stated, but showing during the last year up to date. Steel Trusts have, however, done remarkably well, when matters settle down somewhat the prices of these Securities should considerably increase. The Atchafalpa dividend of 2 per cent. was just what the market expects to see in the Securities. On the other hand, the change in the prices of these stocks is purely professional. There has been a great amount of buying going on in the Union Pacifics and Baltimores. It is expected that there will be a favourable report in the case of the former purchases of the latter are being made from the latter in the quarter. There has been a heavy raid made on Washab "B" bonds on account of no action having been taken regarding the dividend.

MISCELLANEOUS.

It is advisable—although improbable—that the Preference holders in the Trusts should agree to reduce the rate of interest from 6 to 5 per cent. Most of the Deferred holders are customarily and they have suffered severely. These holders should make the policy will be many years before dividend can be paid on the present basis, and therefore the committee appointed to be well advised to recommend acceptance of the reduction. There has been a renewed demand for Sugar Aeration shares, and as the market there is now in a more healthy condition a rise in prices is to be expected. The market for the good demand for Peas and Partners shares during the week, and the operations of the company are expected to turn out more favourable than was anticipated.

MINES.

There is not much change in the Kaffir section, but the tendency is good. It is expected that there will be a sharp rise should any news come from the seat of war, and up to the present the leading share in this section has been the West African section the feature has been the continued buying of Great Fingale. It is expected that there will be a further rise in West Fingale on the report which has just been issued. In this section the West Australian Tin Byats has come into prominence, and good buying orders have been placed for these shares, which are likely to enhance in value, more especially as a new company is about to be placed before investors. In the British Columbian section an attempt has been made to move up the Yamsir, but without any tangible success. So far as can be seen these are now quite high enough.

WEST AFRICAN.

There is not much change in the market at the present, but the tendency is good. There was at the beginning of the week a tendency to pessimism, but this has now passed away. In the case of the higher priced shares there is no reason to assume that they will go much lower, but the low priced now that the market has cleared of Stars should go higher. Amongst these, West African, Highland, Bekitis, and Premier may claim to occupy a leading place in the minds of investors.

STOCK MARKET.

CITY, Saturday.

Consols easier. Foreign Government Securities good in tone. Home Bonds favourably inclined. Americans for Canadians strong. Kaffirs advanced. W. Africans firm. W. Australians

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